He Died Homeless and Without Friends, Except a Beautiful Southern Girl.

HOW HE WROTE "MY ROSARY."

His Fair Young Pupil and Friend Linked with the Memory of the Girl He Once Loved Inspired Him-

was left by a stranded opera company. The man who has charmed thousands by The man who has charmed thousands by his sweet music had his last days marked by a peculiarly pathetic romance and story of "My Rosary," his last song, which is now being sung everywhere, is told for the first

When Ferdinand Lust's music was at the height of its popularity not many years ago he had all the money and friends he destred. He held the posi-tion of organist in a Vermont church at salary of \$3,000 a year and was instruc tor to Modjeska's son. An opera of his was meeting with big success and his royalties from the famous "Triby Waltz" alone brought in a small fortune. He alone brought in a small fortune. He traveled far and wide and visited many parts of the earth. He had all that wealth, health and fame could give him. But fhere came a change. When the years began to creep upon him the wealth, health and all began to fade away. He drifted out to San Francisco and taught for a few years and then went to Colorado Springs. Then he because a wanderer without home or a wanderer without home or

He joined the Marie Bell Opera Company as conductor, but things didn't go well, and when Clarksville, Tenn.. was reached the organization disbanded. Without a cent of money the now fee-ble and gray-haired composer was thrown upon his own resources and tried the earn a few dollars by teaching. But he was lonely, in bad health and had no friend, brother or sister. His life was so desolate that even strangers noticed it and would speak a kind word to the gray-haired musician. His sorrow was increased by a romance of his youth. The girl he had loved in the fatherland and from whom he had been grayfrom whom he had been separated by a lover's quarrel, had been lost to him and he knew not whether she was dead HIS INSPIRATION.

HIS INSPIRATION.

But there was one who brought cheer to his last days. She was a beautiful southern girl with the fair, soit complexion of the southern clime. She had seen but nineteen summers and was as sweet and unselfish as she was beautiful.

Rosa Whitfield was his favorite pupil, and she always tried to throw a few rays of seweline into his life. Sometimes

of sunshine into his life. Sometimes when the lessons were over she would pin a rosebud on his coat or send some little delicacy to his lonely studio. Often there were big bunches of southern roses. He would place them on his piano and play out his soul to the sweet-scented beauties. Once he pressed a bud in a book and planed it to a poem.

But the gray hairs were growing thicker among the thin locks and his health was falling. One morning in the fall, that pretty Indian summer of the South, he went to her home to give a lesson, as usual. She saw that he was very weak and she did not want him to teach that day. But he insisted. He needed the money, and she reluctantly yielded. That norning she sang sweeter than usual and there was something especially ten-der in his music. But the effort was too much for him. All of a sudden his head began to reel, his eyes dimmed and his

DENVER, COL., Feb. 20.—Ferdinand Lust, the once famous composer, died last week at Clarksville, Tenn., where he was left by a stranded opera company. The man who has charmed thousands by with tears as he gazed upon the young with tears as he gazed upon the young with tears as he gazed upon the young girl. If a friend like the one beside him could do so much for an old man, what would love have been in his younger days? She had been so kind to him and he owed so much to the tender words and gentle deeds. He seemed to be thinking of the past as he looked into her eyes and began to talk.

"MY ROSARY."

"Your name is Rosa. It is a sweet

"MY ROSARY."

"Your name is Rosa. It is a sweet name. You are my friend, you—you—are my Rosa!" Then a sudden light came into the old man's eyes and he sprang from the couch. "My Rosa!" he exclaimed. "My Rosary! I will write a song and it shall be called that for you." The gray-haired musician faltered a minute and then added in a pathetic voice, "and I fear it will be my last."

I fear it will be my last."
It was then that one of the sweetest songs ever written was born. He was enthused with the inspiration and almost too sick to stand alone, went to studio. There, all night long, by the light of an oil lamp, he toiled at the plane, of an oil lamp, he toiled at the plano, putting his emotions into music.

By daylight it was finished. He made a copy and carried it to her to try. He never played an accompaniment as he did that morning and she sang the song as it has never been sung since. A week as it has never been sung since. A week later she sang it in a concert and it caught the public ear like a whirlwind, until to-day it is being sung from ocean to ocean. But the musician never recov-ered from the sheek. He took to his heaf ered from the shock. He took to his bed and gradually the eyes dimmed until last week they closed forever. During his illness almost every morning there was a bunch of roses beside his bed that had been gathered by the fair southern girl, and often she would drop in for a minute to cheer him up and bring some delicacy which she had prepared with her own hards to tenut his appetite. It was own hands to tempt his appetite. It was she who sat beside his bed and cooled his brow as the last light in his eyes

About thirty-five years ago, when a young German musician, he and his bride-to-be had a lover's quarrel and separated. In after years she repented and came to this country to join him, but fate prevented them from ever seeing or hearing of each other again, though years were spent in searching. On his death-bed he made the request that some effort he made to inform the sweetheart effort be made to inform the sweetheart youth of his death. She is thought

to be in America.

The funeral took place at the church which he had served as organist. It was an unusually solemn occasion. Just as the minister finished his discourse a beautiful sunny-faced girl stepped to the chancel rail and began the tender, sweet strains of a melody to the soft accompaniment of the great organ. "My Rosary" was the singer and the song was the same. The dead composer lay at her feet. The audience was as still as death, and as the last notes of the pure, sweet voice died away, many eyes were filled with tears. The remains were laid away in Greenwood, and on the red earth of the new-made mound the same girlish figure placed a large bunch of southern

GOOD NEWS AND GOSSIP FROM ACROSS THE ATLANTIC

The Black Eagle for Lord Roberts Stirs Up the German Press.

THE INFAMOUS PUBLICATIONS

Something About Piracy in China and Ballooning Over the Baltic-Other Foreign Notes.

Miss Ada Webster, a diminutive lady who measures onamages ly four feet in height, and for Small thereby earns her livelihood on the vaudeville stage, is suing a financier of Manchessuing a mancier of Manches, etc. England, for breach of promise. The mancier is Mr. Arthur Ernest Walnwright, and he now regrets his wanderings into the charmed circle of the "continuous performance" artist, whose small

Jlack

The German press is still howling over the action of the Emperor in conferring the Order of the Black Eagle, the highest military decoration in Germany, on Lord Rebests. The destroyer of our course. Lord Roberts, "the destroyer of our cous

art demanded £400 damages and got

infamous Last August there were openly sold on the streets of Paris little black-bordered sheets purporting to de-tions. scribe the death of the Queen. These sheets were written in the most offensive manner and referred to the Queen and Prince of Wales in terms which shocked and outraged every feeling of decency. A man named Victor Minne has been tried for selling these sheets in Brussels. His acquittal caused widespread and general indignation.

Crown Prince Henry, of Prussia, the eldest son of nternathe German Emperor, has tional Courtesies the British navy. The same honor has been given Prince George, of York, in the German navy. The appointment means that the rank so given carries with it no corresponding duty. The naturally amphibious

Chinese are taking to robbery on the high seas, now that the Powers have put a stop to that pastime on dry land. The traffic on the rivers in China has become very dangerous, and the Viceroy of Canton, though doing all in his power, has as yet been unable to stop the attacks on merchant vessels. The ranks of the robbers are being continually swelled by the disbanded Boxers

A balloon expedition over Baltic.

A balloon expedition over the Baltic took place January 10th. The balloon was manned by Dr. Berson, of the Meteorological Institute, and First Lieutenant Hilderbrandt, of the aeronaut detachment at Berlin. They happily succeeded in crossing the Baltic, this being the first passage by balloon. The ascent was made at 9 A. M. A light

breeze was blowing as the balloon passed over Northern Berlin, about 200 metres high, and presently a brisk north wind sprang up, taking the balloon along at a velocity of about 40 kilometres an hour at an elevation of about 1,000 metres. At 1:17 P. M. the adventurous balloon ists found themselves near Stralsun, and, as the wind was still northerly, it was resolved to risk the passage of the Baltic, which was presently seen extending "like white fleeked leaden waste" far beneath them. The Island of Rugen, which was soon afterward passed, presented an exquisite panorama. The higher the balloon ascended the more agree able the temperature became, the ther-mometer registering 8 degrees, Celsius, at a height of 1,600 metres. About 3:30 P. M. the middle of the Baltic was reached, the coast of Germany appearing like a streak of gray against the clear sky. A little while later the travelers witnessed the magnificent sunset at a height of 2,000 metres.

At 6:30 P. M. the Swedish coast was reached and in the twilight, at an ele-vation of 3,000 metres, the aeronauts got sight of the revolving lights on the coasts and harbors of Sweden and Denmark. The descent took place near the village of Hoga Hiltan, and was happily accomplished without assistance.

A copy of the prayer of-Sydney fered by Sydney Smith, Smith's then preaching at St. Prayer for Paul's Cathedral, on the Sunday after the birth of Edward VII., has been rethe King.

cently recorded. The special petition on that occasion will be of interest: We pray also for that infant of the royal race whom in thy good Providence thou hast given us for our future King. thon hast given us for our future King. We beseech Thee so to mould his heart and fashion his spirit that he may be a blessing and not an evil to the land of his birth. May he grow in favor with man, by leaving to its own force and direction the energy of a free people. May he grow in favor with God by holding the faith in Christ fervently and feelingly, without feebleness, without fanaticism, without folly. As he will be the first man in these realms, so may he be the best: in these realms, so may he be the best; disdaining to hide bad actions by high station, and endeavoring always by the example of a strict and moral life to repay those gifts which a loyal people are so willing to spare from their own necessities to a good King.

England in A military expert, writing in the February number of the London National Review, thus estimates the military situation in South Africa:

An official return shows that the forces dispatched to or raised in South Africa, up to December 1, were as follows: Regulars, up to July 173,000

July-November 12,500
This shows a total of about 267,000 soldiers sent by England to vanquish two little friendiess and remote republics, which at no time could or did assemble more than 40,000 troops—if, indeed, these untrained and peace-loving farmers can

untrained and peace-loving farmers can be called by that name.

One of the most interesting features of King Edward's coronation will be the probable appearance of the King's champion, who, in the presence of the assemblage, rides forth, throws down his guuntlet, and challenges all to dispute with him by personal conflict the right of

gauntlet, and challenges all to dispute with him by personal conflict the right of King Edward to reign.

The present King's champion is a hard working young farmer, who glories in the name of Dymoke. He lives in Lincolnshire, is of a modest, retiring nature, and is much exercised at the prospect of the greatness which is likely to be thrust upon him. Neither in his figure, which is small, nor in his appearance, which is that of the typical Lincolnshire farmer, is he cut out for such martial duty. Since the times of the Norman kings the Dymokes have been champions. Several rulers, notably Queen Victoria, held their

coronation without the appearance of the inevitable Dymoke, but it is thought King Edward is likely to revive the duty so long devolved on the ancient family.

American Bridges in y erected in forty-six weeks, at a price delivered in any British port, of \$\$1.40 per ton. "Between two such offers as these," a London newspaper mournfully acknowl-edges, "hesitation was impossible."

DRUMMING THE STATE.

Solicito: f the Virginia Book in Other Cities.

Mr. T. E. Harvey, chairman of the National History Committee, Travelers' Protective Association, is meeting with great success in his "Virginia Book." Two solicitors have been assigned to Norfolk and one each to Lynchburg and Petersburg. These gentlemen left for the

Petersburg. These gentlemen left for the new fields yesterday.

Mr. Harvey himself will leave for Birmingham, Alabama, the latter part of this week. He has just completed a "Birmingham Book," which has been the

The Stockton Leaves,

The torpedo boat Stockton left th ship-yards of the Trigg Company yester-day morning. The beat will be turned over to the United States authorities at Norfolk, and it is expected will soon be commissioned so as to be able to par-ticipate in the proposed torpedo boat squadron manoevres which will be held in Hampton Roads.

Trade unionists of Oklahoma City or-

Pearly White Teeth

teeth, purifies the breath, gives you healthy gums. W. H. Somners, M. D., Analytical Chemist, Philadelphia, Pa., says: "It is above the standard."

TRAGLE'S Cut-Rate Drug Store

N & W Norfolk Western

STREET STATION.

9:00 A. M., NORFOLK LIMITED. Arrive at Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Suffolk. Second-class tickets not accepted on this train.

folk. Second-class tickets not accepted on this train.

9:06 A. M., THE CHICAGO EXPRESS, for Lynchburg, Rosnoke, Columbus and Chicago. Buffet Parlor Car Petersburg to Roanoke. Pullman Sleeper Roanoke to Columbus; also, for Bristol, Knoxville and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

Sleeper Roanoke to Columbus; also, for Bristol. Knoxville and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

5:15 P. M., OCEAN SHORE LIMITED. Arrive Norfolk 5:35 P. M. Stops only at Petersburg. Waverly, Suffolk. Second-class tickets not good on this train.

6:57 P. M., for Suffolk, Norfolk and intermediate stations. Arrives at Norfolk at 20:40 P. M.

9:10 P. M., for Lynchburg and Roanoke. Connects at Lynchburg with Washington and Chattanooga Limited. Pullman Sleepers Lynchburg to Memphis and New Orleans. Cafe, Parlor and Observation Car Radford to Attalia, Ala. Pullman Sleeper between Richmond and Lynchburg. Berths ready for occupancy at 5:36 P. M. Also, Pullman Sleeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily at 7:35 A. M. and 8:56 P. M., from Norfolk and the East at 11:10 A. M., 11:42 A. M. and 6:50 P. M.

at Fredericksburg, Milford, Doswell, Ashland, Glen Allen and Elba. Buffet Parlor Car. 6:37 P. M., Daily. Stops at Fredericksburg, Doswell, Ashland and Elba. Pullman cars from New York and Washington. 8:40 P. M., Daily. Stops at Widewater, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen and Elba. Buffet Parlor Car. 11:40 P. M., Daily, except Sunday, the "New York and Florida Special." Makes no local stops and does not stop at Elba. ACCOMMODATION TRAINS. (Daily, except Sunday.) 8:02 A. M. Laves ELBA.—Quantico. 4:00 P. M. Leaves BYRD-STREET Station for Fredericksburg. 6:30 P. M. Leaves ELBA from Ashland. 8:25 A. M. Arrives ELBA from Ashland. 8:25 A. M. Arrives ELBA from Ashland. 8:26 P. M. Arrives ELBA from Ashland. 8: A. L. THROUGH TRAINS VIA S. A. L. JUNCTION AND R., F. AND LEAVE EROAD-STREET STATION, 5:10 A. M., Daily for Washington and points North, the "Florida and Metropolitan Limited." Stops at Fredericksburg and Quantico. Sleeper to New York. ARRIVE BROAD-STREET STATION, C. AND O. 1:03 P. M., Daily, for Washington and points North, Stops at Doswell, Fredericksburg and Quantico. Sleeper to New York. ARRIVE BROAD-STREET STATION, C. AND O. 1:03 P. M., Daily, the "Florida and Metropolitan Limited." Stops only at Fredericksburg, Doswell and Ashland. Sleeper from New York. 10:31 P. M., Daily, the "Florida and Metropolitan Limited." Stops only at Fredericksburg, Doswell and Ashland. Sleeper from New York. 10:31 P. M., Daily, the "Florida and Metropolitan Limited." Stops only at Fredericksburg. Doswell and Ashland. Sleeper from New York. 10:31 P. M., Daily, the "Florida and Metropolitan Limited." Stops only at Fredericksburg. Doswell and Ashland. Sleeper from New York. 10:31 P. M., Daily, the "Florida and Metropolitan Limited." Stops only at Fredericksburg. Doswell and Ashland. Sleeper from New York. 10:31 P. M., Daily, the "Florida and Metropolitan Limited." Stops only at Fredericksburg. Doswell and Ashland. Slee S. A. L.R'y.

LEAVES CHESAPEAKE AND OHIO DEPOT-BROAD-STREET STATION.

SCHEDULE IN EFFECT JAN. 27, 1901. TRAINS LEAVE RICHMOND.

TRAINS LEAVE RICHMOND.

9:30 A. M., DAILY, for Petersburg, Norlina, N. C., and all intermediate local points. This train makes connection at Norlina with through train for Raleigh and Hen lerson, and for Durham daily, except Sunday, and makes all local stops between Richmond and Hamlet.

12:23 P. M., DAILY, for Petersburg, Raleigh, Columbia, Savannah, Jacksonville, Tampa, Key West and all Florida points. This train runs through solid to Jacksonville, and makes close connection at Hamlet, N. C., for Atlanta, Montgomery, New Orleans, and all points South and Southwest.

10:40 P. M. DAILY, for Petersburg, Raleigh, Charlotte, Atlanta, Montgomery, Mobile, New Orleans and all points South and Southwest. This train carries through Sleeper for Atlanta. Pullman Sleepers, Compartment and Observation Cars to St. Augustine, Fla. Jining-Carbetween Hamlet and St. Augustine.

Compartment and Observation Cars to St. Augustine, Fla. Dining-Car between Hamlet and St. Augustine.

TRAINS ARRIVE RICHMOND.

4:56 A. M., DAILY, from Tampa, Jacksonville, Savannah, Columbia, New Orleans, Montgomery, Atlanta, Raleigh, and all points South.

5:35 P. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Atlanta, Charlotte, Raleigh, Petersburg and all points South and Southwest.

6:13 P. M., DAILY, from Hamlet, Southern Pines, Raleigh, Henderson, Norlina, Petersburg, and makes all local intermediate stations. From Durham daily, except Sunday.

For further information, tickets, Pullman and Sleeping-car reservations, rates, maps and schedules, apply to any agent of the SEABOARD AIR LINE RAILWAY or to C. W. Morris, Deput Ticket Agent, Broad-Street Station (Chesapeake and Ohio Depot), the Richmond Transfer Company, 908 East Main Street, or the Jefferson Hotel.

Z. P. SMITH, District Passenger Agent, V. E. M'BEE, 836 East Main St. General Buy't. R. E. L. BUNCH.

RAILKOADS

9:10 P. M., Dally. Arriving Petersburg 9:55 P. M., connect at Petersburg with Norfolk and Western Rallway, arriving Lynchburg 2:30 A. M., Roan-oke 5 A. M., Bristol 10:40 A. M. Pull-man Sleeper Richmond to Lynch-burg.

Charleston, Wilmington, Goldsboro and all points South.

8:56 P. M., Daily, from Petersburg, Lynchburg and the West.

T. M. EMERSON,
J. R. KENLEY, Traffic Manager.
General Manager.
H. M. EMERSON,
General Passenger Agent.
C. S. CAMPBELL,
Division Passenger Agent,
838 East Main Street.

Richmond Fredericksburg and

Potomac Railroad.

4:10 A. M., Daily for Washington and points North. Stops at Milford, Fredericksburg and Quantico. Sleepers to Washington and New York.

York.

6:50 A. M., Daily, except Monday, for Washington and points North, the "New York and Florida Special," composed entirely of Pullman vestibuled sleeping, compartment, dining, library and observation cars. No extra fare other than regular Pullman charge. Makes no local stops and does not stop at Elba.

8:20 A. M. Sunday only, for Washing-

9:01 A. M., Daily except Sunday, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Doswell, Milford, Fredericksburg and Quantico. Buffet Parlor Car.

12:00 M. Dally, except Sunday, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Doswell, Milford, Fredericksburg and Quantico. Buffet Parlor Car. Connects with Congressional Limited at

Washington.
7:42 P. M., Daily, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, Widewater and Quantico. Stops other stations Sundays. Sleeper Richmond to New York. Sleeper Washington to Philadelphia.

Sleeper Washington to Philadelphia.
ARRIVE BYRD-STREET STATION.
8:40 A. M., Daily. Stops at Widewater,
Brooke, Fredericksburg, Milford,
Doswell, Ashland and Elba. Stops
other stations Sundays. Sleeper
New York to Richmond.

8:00 P. M., Daily, except Sunday. Stops at Fredericksburg, Milford, Dos-well, Ashland, Glen Allen and Elba. Buffet Parlor Car.

CLYDE STEAMSHIP CO.'S

PHILADELPHIA,
RICHMOND AND NORFOLK STEAMSHIP LINE.

with Congressional Limited at Washington.

Atlantic Goast Line

8:00 A. M., NORFOLK LIMITED, Daily.
Arrives Petersburg 9:30 A. M., Norfolk 11:27 A. M. Stops only at Petersburg, Waverly and Suffolk.

9:05 A. M., Daily, Arrives Petersburg 9:50 A. M., Weldon 11:50 A. M., Fayetteville 4:25 P. M., Charleston 10:09 P. M., Savannah 2:55 A. M., Jacksonville 8:30 A. M., Port Tampa 7:10 P. M. Connects at Wilson with No. 47, arriving Goldsboro 3:25 P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.

11:55 A. M. Daily, except Sunday. Arrive Petersburg 12:30 P. M. Stops Manchester, Drewry's Bluff, Centralia and Chester on signal.

3:15 P. M., OCEAN SHORE LIMITED.

TRAINS LEAVE RICHMOND. VA.

11:30 P. M., NO. 11, Southern Express, daily for Atlanta, Augusta, Jacksonville and points South. Sleeper for Danville, Greensboro, Sallsbury, and Charlotte, open at Richmond 9:30 P. M. Stops for passengers at local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 33), carrying through siespurs between New York and Tampa, with connections for all Florida points. Also, connects at Danville and Charlotte with Washington and Southwestern Limited (No. 31), carrying through sleepers between New York and Nashville, New York and Memphis, New York and New York and Nashville, New York and Memphis, New York and New Orleans; also, Pullman Tourist sleeper Mondays, Wednesdays and Fridays Washington to San Francisco without change, with connections for all points in Texas, Mexico and California.

12:01 P. M., No. 7, solid train daily for

chester, Drewry's Bluff, Centralia and Chester on signal.

3:15 P. M., OCEAN SHORE LIMITED, Daily. Arrive Petersburg 3:15 P. M., Norfolk 5:35 P. M. Stops only at Petersburg, Waverly and Suffolk.

4:30 P. M. Daily, except Sunday. Arrives Petersburg 5:20 P. M., Weldon 7:42 P. M., and Rocky Mount 5:55 P. M. Makes all intermediate stops.

6:00 P. M. Daily, Local. Arrives Petersburg 6:30 P. M. Makes all stops.

6:57 P. M., FLORIDA AND WEST INDIA LIMITED, Daily. Arrives Petersburg 7:37 P. M. Connects with Norfolk and Western for Norfolk and intermediate points; Emporia 3:40 P. M. (connects with A. and D. for stations between Emporla and Lawrenceville), Weldon 9:10 P. M., Fayetteville 12:32 A. M., Charleston 5:23 A. M., Savannah 7:50 A. M., Jacksonville 12:15 P. M., Port Tampa 11:30 P. M.

NEW LINE TO MIDDLE GEOR-GIA POINTS.—Ariving Augusta 7:55 A. M., Macon 11:15 A. M., Atlanta 12:35 P. M., Thomasville 2:25 P. M. Pullman Sleepers New York to Wilmington, Charleston, Jacksonville, Port Tampa, Augusta, Macon, and New York to Thomasville every Tuesday. points in Texas, Mexico and Callfornia.

12:01 P. M., No. 7, solid train daily for Charlotts, N. C., connects at Moseley with Farmyille and Powhatan Rallroad. At Keysville for Clarksville. Oxford, Hendorson and Durham, and at Greensboro for Durham, Raleigh and Winston-Salem; at Danville with No. 35, United States tast mail, solid train, daily for New Orleans and points South, which carries sleepers New York to New Orleans and New York to New Orleans and New York to Jacksosville. *onnecting for Nassau and Havana. Buffet grawing-room sleeper Richmond to Atlanta and Hirmingham. Through sleeper Salisbury to Memphis.

8:00 P. M. No. ... socal daily except

RAILROADS

SOUTHERN R'Y

6:00 P. M. No.ocal, daily except Sunday, for Keysville and Intermediate points.

TRAINS ARRIVE AT RICHMOND.
6:25 P. M. From Atlants, Augusta and
6:00 A. M. South.
8:40 A. M. From Keysville and local
stations.

LOCAL FREIGHT TRAINS. Nos. 61 and 52, between Manchestes and Nespolis.

and Neapolis.

YORK RIVER LINE VIA WEST POINT.
THE FAVORITE ROUTE NORTH.
LEAVES RICHMOND.

4:30 P. M., No. 16, Baltimore Limited,
daily except Sundays, for West
Point and Intermediate stations,
making close connection at West
Point with steamer for Baltimore
Mondays, Wednesdays and Fridays.

2:30 P. M., No. 10, locat express, Mondays, Wednesdays and Fridays for
West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock; also, at West Point with
steamer for Baltimore. Stops at all
stations.

5:00 A. M., No. 74, local mixed. Leaves man Sleeper Richmond to Lynchburg.

11:30 P. M., Daily. Arrives Petersburg 12:10 A. M.

11:50 P. M. Daily, except Sunday. THE NEW YORK AND FLORIDA SPECIAL. Arrives Charleston 9:35 A. M., Savannah 10:50 A. M., Jacksonville 2:50 P. M., St. Augustine 4:20 P. M., Port Tampa 11:30 P. M.

TRAINS ARRIVE RICHMOND.

4:00 A. M. Daily, from Jacksonville, Sa-

steamer for Baltimore. Stops at all stations.

5:00 A. M., No. 74, local mixed. Leaved daily except Sunday for West Point and intermediate stations, connecting with stage at Lester Manoj for Walkerrot, and Tappahannock TRAINS ARRIVE IN RICHMOND.

9:15 A. M., daily from West Point, with connection from Baltimore, West nesdays, Fridays and Sundays.

10:45 A. M., Wednesdays and Fridays.

6:02 P. M., daily, except Lunday, from West Foint and intermediate stations.

West Point and intermediate stations.

Steamers leave West Point Mondays, Wednesdays and Fridays 5:50 P. M. arriving Baltimore 8:30 A. M.; returning, leave Baltimore Tuesdays, Thursdays and Saturdays 5:00 P. M. arriving West Point 8:00 A. M.; and Richmond 9:15 A. M. Steamers call at Gloucester Point, Clay Bank, Allmonds.

C. W. WESTBURY,
District Passenger Agent,
No. 9:20 East Main Street,
Richmond, Va.
S. H. HARDWICK,
Gen. Pas. Agent.

Gen. Pas. Agent. F. S. GANNON. Third Vice-President and General Manager, Washington, D. C.



SCHEDULE IN EFFECT JAN. 5, 1901.
FROM RICHMOND.
LEAVE BROAD-STREET STATION
9:00 A. M., Daily for principa. StationNewport News, Old Point, Nortolic
and Portsmouth. Parlor car. Connects at Nortolic with O. D. S. 5
for New York, except Sunday.
3:40 P. M., Daily Local, for N. wport
News, Old Point, Nortolic and Portsmouth. Pullman to Old Foint.
10:00 A. M., except Sunday. Local
train for Clifton Forge. Connects
at Gordonsville for Orange, Warrenton, Joints on Manassas Branch
and W. shington, cnly. Connects
at Charlottesville for Lynchburg, at
Easic City for Hagerstown, and at
Staunton for Lexington.
2:45 P. M., Dany Limited, to Cincinnati,
Lousville and St. Louis. Fullman
Sleeping cars. Connects at Gordonsville for Orange and at Orange
with Southern Railway train leaving Orange at 6:40 P. M. Daily for
stations between Orange and Washington. Connects for Virginia Hot
Springs. No. 7 Local Train follows
No. 1, except Sunday, from Gordonsville to Staunton.
5:30 P. M., Accommodation, except Sunday, to Doswell.
10:45 P. M., Daily, F. F. V., to Cincinnati and Louisville. Pullman Sleeping car. CONNECTS FOR VIRGINIA HOT SPRINGS, and at
Ronceverte with Greenbrier River
Railroad, except Sunday,
LEAVE EIGHTH-STREET STATION.

8:20 A M., Sunday only, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Taylorsville, Doswell, Ruther Glen, Penola, Milford, Woodslane, Guinea, Summit, Fredericksburg, Brooke, Widewater and Quantico. Buffet Parlor Car.

Ronceverte with Greenbrier River
Railroad, except Sunday,
LEAVE EIGHTH-STREET STATION.
10:30 A. M., Dally, for Lynchburg, Lexington and Clifton Forge. Connects,
except Sunday, with Buckingham
and Alberene branches.
5:15 P. M., except Sunday, to Columbia.
TRAINS ARRIVE BROAD-STREET
STATION
8:00 A. M., except Sunday, from Doswell.

8:00 A. M., except sunday, from Dos-well.
8:30 A. M. and 8:30 P. M., Daily, from Cincinnati and Louisville.
11:35 A. M. and 8:50 P. M., Daily, from Norfolk and Old Point.
8:15 P. M., except Sunday, from Clifton TRAINS ARRIVE EIGHTH-STREET STATION.

8:40 A. M., except Sunday, from Co-

8:40 A. M., except Sunday, from Columbia.
6:20 P. M., Daily, from Lynchburg and Clifton Forge. Except Sunday, from New Castle, Lexington and Rosney.
For detail information, connections, etc., apply at Richmond Transfer office, No. 903 East Main Street; Chesapeake and Ohic Passenger Office, No. 809 East Main Street; Station Ticket Offices, or address.

Assistant General Passenger Agent.

Old Dominion

and East

PASSENGER'S can leave DAILY, except Sunday, at 5:50 A. M. via C. and O. cept Sunday, at 5:50 A. M. via C. and O. Ry., or 9:00 A. M. and 3:15 P. M. via N. and W. Ry., connecting at Norfolk with direct steamers sailing same day, 6:00 P. M. Steerage passengers can leave by auxiliary steamer Monday, W-dnesday and Friday, sailing from Rocketts at 5 P. M. and changing to main-line ship at Noylolk.

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FROM RICHMOND.

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THE TORRENS SYSTEM MEETS WITH FAVOR

Prominent Men from All Sections of the State Write to Mr. Massie Endorsing It.

IT MAKES TRANSACTIONS SIMPLE

such an active interest in explaining the principles of the Torrens system of land registration and transfer and urging its adoption in this State, has received a number of letters on the subject from which we are permitted to make quota-

Hon. Basil B. Gordon, who was, for some years a member of the Legisla-ture and who rendered such valuable services as chairman of the State Central Committee of the Democratic party in several campaigns, writes as follows: "I read with great interest your article on the Australian system of land transfer and the comments of the Richmond Times on it. It has always been a hobby of mine. The first two transactions that fell upon me after father's death were first to sell \$96,000 of certain bonds and second to buy a little lot costing \$600. The first took twenty minutes, the latter consumed nearly three weeks; and the expenses of the two were absurdly near being the same. It will be a special tri-umph for you to accomplish this reform in so old a Commonwealth as Virginia. • • • Your arguments seem to me admirably stated and practically unan-

EVILS SHOULD BE CORRECTED. Judge B. P. Wellford, Jr., of the Cir-cuit Court of the city of Richmond, ele of the ablest men on the bench, says: "Please accept my thanks for the paper you kindly sent containing a part of your report on the Torrens system. I feel the deepest sympathy in your views and ne-lieve that some most valuable legislation is practicable for the relief of the evils of our present system. I think it migot be well to have the attention of the Leg-islature drawn to the subject during its extra Session. • • 11 always takes time to accomplish desirable reforms, and the sooner the movement is begun that

Capt. Thomas D. Ranson, one of the foremost lawyers of the Staunton bar, writes: "I have read with interest your committee report and what has appeared in the newspapers within the range of my observation. • • • Constitutional provisions, if not essential, would seem desirable on the subject, and now is the time for their discussion, • • • but this whole business of land titles is absurdly cumbersome and I agree with you that the profession ought to do something to

modernize it."

Mr. Henry C. Rice, one of the leading farmers of Charlotte county, writes: "I have carefully read your letters in the Torrents system of land registration. I can only give at your request a layman's opinion, which is not worth much. But in iAlexandria county, writes: "I beg to say that I heartly endorse the prin-

Mr. Eugene C. Massie, who has taken such an active interest in explaining the work to make them bestow some reflection upon their own personal interests. I think your arguments are sound and that the Torrens system, as you explain it, would remove a very real and serious evil. Every one knows the difficulty of getting ready money in an emergenupon land. Ability to draw at will tpon a bank is almost a necessity in business of every kind. The transfers of titles are both expensive and tedious, and the work of the lawyer laborious and unsatisfactory, as it is with great difficulty that he was expensive at title perfect. * * So can pronounce a title perfect. • • • So far as I am able to judge of a matter of law from your presentation of the subject, I am favorably impress I with your

view of the matter."
WOULD BE A BIG THING. WOULD BE A BIG THING.
Mr. H. V. Turner, one of the most intelligent farmers in King George counts, writes: "I am satisfied that the Torrens system, if introduced in our State, will be a big thing in our favor, as I have had some experience under the old system to my cost; and I will gladly do what I can to better the interests of the farmers. I will talk the matter over with some er. I will talk the matter over with some of our most inducntial farmers in this section and aid you any way in my pow-

Mr. John A. Stuart, one of the leading farmers in Augusta county, writes: "Your letter and articles on the Torrens system of land registration and trans-fer have been received. I approve of the system most heartily and would rejoice to see it or something similar adopted. I hope you will keep agitating this matter before the people until their ignorance, indifference and carelessness are dispelled and they be brought to see how they have, for so long a time, been neglecting such an important matter and one that affects their material interest so much."
Colonel W. Miles Cary, who is well
known in Richmond, and is one of the
most influential citizens in Charlotte county, writes: "It affords me genuine pleasure to inform you of my hearty approval of the Torrens system of land registration, which you so ably and propregistration, which you so ably and properly advocate, and which I propose to do to the utmost of my humble ability. It is just the thing we need and I cannot but believe that under your able leadership it will assuredly become the law, and lasting substantial benefits accrue to every property-holder in the State. With assurances of my high regard and my personal appreciation of the great good you are seeking to accomplish for the citizens of this dear old Commonwealth, believe me, etc."

ENDORSES THE PRINCIPLES.

Mr. J. F. Haney, a prominent farmer

ciples suggested by your explanatory circular on the Torrens system. I can think of no legislative act that would be of such immense financial benefit to Virginia as such you suggest, and will glad be co-operate in my humble capacity to bring it about."

Mr. P. W. Nelson, a well-known citizen of Albemarle county, writes: "Yours in of Albemarle county, writes: "You regard to the Torrens system of registration received. Any one who has had to berrow money on land (as I have) appreciates the costs and difficul ties in showing a true title, which seem to be obviated by this system. I shall be glad to do anything I can to advance its Mr. L. S. Macon, one of the most suc cessful and influential farmers of Albemarle county, writes: "I have received your letter and circular, and I fully agree with you that our lands are taxed too heavily and in too many ways. I think the Torrens system of land registration would relieve land-owners of unnecessary expenses and I will do all I can in favor

Legislature and of the Constitutional Convention."

Mr. Arthur T. Ewing, a prominent cit-izen of Nelson county, writes: "I have read with much interest your pamphlet ent me on the Torrens system of transfer, and I cannot help thinking that it would prove invaluable to all holders of HIS SWEETHEART IN AMERICA. real estate in Virginia. I feel sure that if the people once become acquainted with its merits there will be no difficulty in its adoption here. I shall endeavor to do all in my power to secure a representative in the coming Constitutional Convention

to stand tooth and nail by the Torrens system. Thanking you for your valuable explanation of the same, I am, etc." INTEREST TO LAND-OWNERS. Dr. E. G. Boothe, who is well known in Richmond and is one of the most influ-ential citizens of James City county, writes: "After a careful perusal of you pamphlet. I am constrained to say that in my judgment every land-holder in Vir ginla ought to interest himself in secur-ing the adoption of the Torrens system, and should feel under obligations to you for your laudable efforts in their material benefit. Not only every land-hold-er, but every real estate owner, in cities or in the country, should endeavor to secure the adoption of this system. I do trust your efforts will be rewarded, and I shall do all in my power for this Tor-rens system to prevail in Virginia by any influence I can bring to bear upon delegates to the Constitutional Convention from my section of the State as well as elsewhere. Again thanking you for call-

of it with our citizens, members

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BAKING

ing my attention to the system, I am, etc."

Mr. G. W. Gatling, an influential citizen of Mecklenburg county, writes: "I am in entire sympathy touching the crying demand for a change in our laws of land registration. I am only a quiet layman, but have long felt and seen the necessity for the reform you so ably advocate. I should think the move for the adoption of the Terrens system or synathing sim ilar would be eagerly received, and cer-tainly without opposition. I can promise to do all in my power to promote your wishes in the direction indicated."

Mr. R. H. Woodward, one of the lead-irg farm-1s of Midlesex county, writes. "I am very much struck with your paper, and think it is a very important one to all land-owners and all interested in land. I had never had my attention directed to the many disadvantages that real estate is subjected to before this, and set the importance of a change now. will see that the matter is brought before the people of my county and do what I can in the matter. * * * I will see the

editor of our county paper and see what can be done in that direction." Mr. W. H. Ruthrauff, cashier of the Farmers' National Bank of Salem, writes: "Your circular letter relative to the Torrens system at hand. Press of business has delayed answer. I think well of it, and will see what can be done

to interest the people in it."

IS WHAT WE NEED.

Mr H. G. Tayloe, one of the most intelligent farmers of Richmond county. writes: "I am in receipt of your recent letter in regard to the land-registration act, and am glad to state that I am fully in accord with your views on the subject and that something should be done, and that the Torrens system is what we need. I give it my hearty support and influence, feeble though it is, and shall speak good

for it whenever possible."

Mr. S. S. Bradford, of Culpeper, a gentleman of the old school, who, though he has passed the limit of threescore and four years, still takes an active interest in the welfare of his community and the Commonwealth, writes: "Your favor has been duly received, and the papers sent me on the subject of land registration have been read carefully, with much interest, and in full agreement with you in the views presented. I will try to interest the Culpeper Exponent and Enterprise, my county member of the Assembly, (Captain S. M. Newhouse) and the convention delegate when nom-inated"

Judge Henry E. Blair, of the Fourteenth Judicial Circuit, who is not only noted for the breadth and accuracy of his decisions, but is also one of the best afterdinner speakers in the State, who has been on the bench for many years, and enjoys the honor and respect of all who know him, writes: "It has been with know him, writes: "It has been with much gratification that I have observed the zealous efforts you are making to have the Torpens system adopted in this State, and with much pleasure and high approval have read some of your articles on the subject, and truly hope that you may succeed in your laudable effort. For I think no system would be of more value to the landholders and owners of the State since the adoption of Mr. Jefferson's

We Cure CANGER, TUMOR and all Chronic Sores without the use of the knife.

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Twelfth and Bank Streets.

Expedition seems count as much as price in the success which the American Bridge Company meets in supplying bridges to the British colonies. The

Uganda. latest American triumph is in a competi-tion for certain bridges on the Uganda Railway. Nine British firms bid for them. Their best offer was to place the bridges on shipboard in sixty weeks, at a price of \$76.35 per ton. But the American company offered to have the bridges actual-

TRAINS ARRIVE RICHMOND.

4:00 A. M., Dally, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.

6:40 A. M., Dally, except Monday, from St. Augustine, Jacksonville, Savannah and Charleston.

7:35 A. M., Dally, from Petersburg, Lynchburg and the West.

8:45 A. M., Dally, except Sunday, Petersburg local.

11:10 A. M., Dally, except Sunday, from Goldsooro and intermediate stations, Norfolk and Suffolk.

11:55 A. M., Sunday only, from Norfolk, Suffolk and Petersburg.

11:42 A. M., Dally, from Norfolk, Suffolk and Petersburg.

2:10 P. M., Dally, except Sunday, from Petersburg.

6:50 P. M., Dally, from Norfolk, Suffolk and Petersburg.

7:22 P. M., Dally, from Miaml, Port Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all points South.

8:56 P. M., Dally, from Petersburg. subject of much favorable comment. Mr. Harvey says the "Virginia Book" will prove a work of art and a credit to Richmond and the State.

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